



## AFFAIRS AT WASHINGTON.

**THE SENATE AND THE DEPARTMENT.**  
THE COURSE FOR REPUBLICANS TO PURSUE UNDER CONSIDERATION—A CAUCUS PROBABLE TO-DAY—THE POST OFFICE DEPARTMENT MANAGEMENT—MR. JONES IN REPLY TO MR. FRYE.  
The Republican Senators have under thoughtful consideration the present situation in the Senate, and a caucus will probably be held to-day to determine upon a course of action. Chief Clerk French, of the office of the Second Assistant Postmaster-General, was dismissed yesterday. Mr. Jones, of Florida, occupied the time of the Senate in an attempt to reply to the recent speech of Mr. Frye.

**THE QUESTION OF EXECUTIVE SESSIONS.**  
A CAUCUS OF REPUBLICAN SENATORS PROBABLY TO BE HELD TO-DAY—THE ARGUMENTS FOR AND AGAINST THE CONFIRMATION OF EXECUTIVE APPOINTMENTS.

[BY TELEGRAPH TO THE TRIBUNE.]  
WASHINGTON, April 26.—There has been much earnest discussion among Republican Senators to-day in regard to the present posture of affairs. Mr. Conkling and his nearest friends are evidently strongly opposed to the sentiment, which has lately manifested itself among some of the Republicans, in favor of holding executive sessions for the purpose of acting upon certain nominations to fill vacancies which the interests of the public service require should be filled without further delay.

The terms of office of certain bonded officers of the Treasury Department have expired; and, while these officers still continue to perform their duties, they are acting without giving any bonds to secure the Government in case of default or loss. For example, the term of office of the Assistant-Treasurer of the United States at San Francisco expired some weeks ago. He still continues to perform the duties, but the term for which his sureties are bound having expired the Government is obliged to trust entirely to his honesty and vigilance for the safekeeping and honest disbursement of the millions of dollars of public money in his possession. In the judicial branch of the Government and in the Indian service are also vacancies which public interest demand should be filled promptly.

With all these reasons to appeal to, Senators who have for some time believed that executive sessions ought to be held have been earnest in the expression of their views, and have won over to their support a number of those who were at first indifferent or were averse to proceeding with the consideration of any executive business until after the end of the present struggle to obtain control of the Senate organization. It is understood that the chief arguments used by those who still oppose any executive sessions are two.

In the first place they assert that, should the Senate once go into executive session, the Republicans would lose strength for the present struggle and would be compelled sooner or later to abandon it. Second, they declare that such a course would imperil the success of the Independent movement in Virginia, by lending encouragement to the adversaries of Mahone and enabling them to say in the coming political campaign that the Republicans are powerless to sustain his cause. There is no question that General Mahone fears that such would be the effect upon the movement which he is so gallantly leading, although it is well understood among the Republicans that he will cheerfully acquiesce in any decision which the Republicans may reach in regard to the subject.

The advocates of executive sessions are quite as strenuous in the belief that the policy which they favor would not lead to any such result as the opponents of it fear. They say that it will, on the whole, strengthen the Republican position and will enable the country to understand better than it does the true philosophy of the present struggle. They also point to the fact that the Republicans have never taken the position that no executive business must be transacted during the pendency of the present struggle, and say that that position was purposely left open to be decided when the exigency should arise. In their judgment the time has now arrived when the public interests demand that certain executive business should receive attention.

It is understood that the new plan to bring the Judiciary Committee to terms, which was described in THE TRIBUNE to-day, has been submitted to the President. It is believed that he did not receive with much favor this proposition to cut the Judiciary Committee out of the line of the executive caucus. One Republican Senator said to-day that he believed fifteen Senators would vote for it. He is one of the fifteen. The opponents of that course express considerable confidence that the present policy will be changed. All the Republicans evince an unaltered determination not to abandon in any event the struggle to gain control of the Senate organization.

**CHANGES IN THE POSTOFFICE DEPARTMENT.**  
GENERAL BRADY'S CHIEF CLERK REMOVED—SPECIAL FITNESS OF HIS SUCCESSOR—THE STAR ROUTE SCANDAL.

[BY TELEGRAPH TO THE TRIBUNE.]  
WASHINGTON, April 26.—Chief Clerk French, of the office of the Second Assistant Postmaster-General, was dismissed to-day. So far as can be learned no allegations of dishonesty are made against him. He was filling a responsible position in the office of General Brady, and it is held, much to the regret of the irregularities of his chief. He had never taken any steps to make known to the Postmaster-General or the President that improper practices were going on in the office, and for this reason he was dismissed.

H. D. Lyman, who has been appointed in his place came into the Department five years ago and left it on the first of April to engage in other business in Rochester, N. Y. During a considerable portion of his service he was the clerk in charge of the office work of the Bureau of Depredations, where he became an excellent record. He became very familiar with all sorts of investigations, and, therefore, brings to his new position ripe experience of the kind he will find most useful. The appointment was not of his seeking. He was invited by the Postmaster-General to return to Washington to occupy the position.

There has been considerable criticism of the course of the Postmaster-General in permitting the reports of the work of investigation to get abroad; it being argued by the friends of those whose names are mentioned as being under suspicion, that nothing short of absolute proof can justify the publication of the damaging reports. With regard to this criticism, it can be stated that the publicity given by the press to the facts which are being gathered has served an excellent purpose. Letters in considerable numbers from quarters hitherto unsuspected are being received making revelations of circumstances and facts which lead to new developments. These letters up to this time are chiefly from the older States, where the people of the new States and Territories become fully aware that attention will be paid to their complaints, and that there is now a manifest disposition to correct abuses, doubtless many missing links in cases which are not fully completed will be supplied.

The silence of those whose names have been connected with the star route swindles is beginning to be considered one of the strong confirmations of the truth of the reports which have gained currency. It is learned that many of the members of Congress whose names and influence have been lent to the purpose of obtaining contracts upon which fraudulent schemes for "expedition" have been successfully carried out, have signed recommendations which they are now endeavoring to get out of their hands. When inquired of in regard to their kind, when inquired of in regard to their kind, when inquired of in regard to their kind, they have said in substance: "It is the business of the Post Office Department to see that the business of the Post Office Department is carried out through its own agents of the necessity

for the service we ask for." In other words, they have acted on the convenient principle that it was quite the correct thing to get all they could from the Government for their own particular localities, regardless of the propriety of the expenditure.

A case in point is that of a contractor in a Western State who desired to have the service upon his route "expedited" and increased in frequency. Having secured numerous signatures of private individuals, he came to Washington, and without trouble obtained the indorsement of several members of the Legislature from the State in which the service was performed. One Congressman refused his signature. "Why," asked the contractor, "do you intend to refuse indorsement of a better mail service for your constituents?" "None of my constituents will be better served," was the reply, "by granting your request. The town where your route terminates has been abandoned and the post office is closed. The last mail has been sent and is now in Washington seeking my influence to get a place in one of the Departments. You are now running under your present contract four miles beyond the last village. This refusal deflected the little project of the contractor."

**A HARD DAY'S WORK.**  
SENATORS LISTENING TO A DEFENSE OF SLAVERY WITH THE THERMOMETER AT EIGHTY-SIX DEGREES.

[BY TELEGRAPH TO THE TRIBUNE.]  
WASHINGTON, April 26.—Senators spent five tedious hours to-day in the Senate Chamber, where the mercury stood at 86°, and in the cloak rooms, where, during a portion of the afternoon, the heat was almost stifling. The hot weather produced a visible effect upon Senators, and more than once or twice the languid attention which they bestowed upon the proceedings was disclosed by the fact that no quorum had voted on the various childish motions submitted by Democratic Senators in order to consume time.

With a single exception Senators declined to indulge in speechmaking. Even Senator Brown, the vigilant and eloquent leader of the Democracy, remained silent; but his look was pained with books and littered with papers, and he devoted much attention, probably with a view to another attempt to explain more clearly his sinuous record as a politician. Mr. Jones, of Louisiana, and Mr. Call, of Florida, were also silent, but Florida had a voice raised in her defense against the foul "calumnies" of Senator Frye. Mr. Jones made a two-hour speech "in reply to that portion of Mr. Jones's speech which arraigned him from Maine," which referred to his State. The keynote of Mr. Jones's speech was his arraignment of Mr. Frye for having dared to institute comparisons between Florida and other States of the Union. Mr. Jones was very indignant at this meddling with the affairs of "my State," and he grew red in the face and waxed eloquent as he denounced "persuaders" against "my State" from "leaders." Considering that Mr. Jones made his way to Florida some twenty-five years ago from Ireland, "after residing temporarily in different parts of the South," and considering too the deluge of denunciations poured upon Massachusetts and other New-England States by Messrs. Brown, Call and other Southern Senators during the last month, Mr. Jones's performance of to-day was decidedly cool and refreshing.

"All we want," shouted Mr. Jones, "is to let alone. Why will you not let us alone? This is our problem." Mr. Jones then discussed the origin of African slavery in this country, and showed that the Government and people of Great Britain and the American colonies were responsible for it. By an easy digression Mr. Jones then entered upon a long apology or justification of slavery itself. It was a vivid reminder of old times in Congress, to hear a Southern Senator quoting Scripture to prove that the "Saviour of man kind, who lived in the Roman Empire in an age when slavery of the most galling kind existed in that empire, did not denounce the institution, but said: 'Render therefore unto Caesar the things that are Caesar's.'"

From this starting-point Mr. Jones proceeded, by easy stages, down through the centuries to the present time, dwelling especially upon Edmund Burke's speech in defense of the slave in 1789. Mr. Frye's statement in the Senate in Florida, Mr. Frye's statements were from official records. Mr. Jones's statements were his own assertions.

**A NATIONAL BANKRUPTCY LAW.**  
THE SUBCOMMITTEE OF THE SENATE JUDICIARY COMMITTEE SEEKING INFORMATION.

WASHINGTON, April 26.—Authority having been obtained from the Senate this afternoon for the Sub-Judiciary Committee on the subject of bankruptcy to employ a stenographer and sit during the recess of the Senate, that sub-committee (consisting of Messrs. Ingalls, McMillan and Garland) will shortly address letters to United States Judges and former registers in bankruptcy throughout the country, to boards of trade in all the important cities, and to prominent merchants, eminent lawyers, editors of commercial newspapers, etc., with a view of ascertaining, first, whether it is the opinion of such representatives of the business interests of the country that another National bankruptcy law should be enacted; secondly, to invite practical suggestions from them as to the best methods of remedying acknowledged defects in the former laws relative to delay in the distribution of estates and the consumption of assets in extravagant fees and costs.

The information which is thus to be solicited and gathered by correspondence during the summer will be compiled and digested for the use of the sub-committee in the fall so that they may be able to report to the full committee early in December. The report to the full committee is expected to meet with the approbation of Congress and the country. The members of the sub-committee say they will be glad to receive communications on this subject from all persons interested, whether specifically invited or not.

**NOMINATIONS.**  
WASHINGTON, April 26.—The President sent the following nominations to the Senate to-day:

Roswell G. Wheeler, of Indiana, to be agent of the Indians of the Pima and Maricopa Reservations.  
Army Physician—Surgeon Thomas A. Scipione to be Assistant Medical Purveyor, with the rank of Lieutenant Colonel, Assistant Surgeon, John S. Brown to be Surgeon with the rank of Major, First Lieutenant George W. Cobb, 5th Artillery, to be Captain, Second Lieutenant William H. 20th Artillery, to be First Lieutenant, Second Lieutenant Francis H. Tucker, 11th Infantry, to be Second Lieutenant, 2d Cavalry.

**WASHINGTON NOTES.**  
WASHINGTON, Tuesday, April 26, 1881.

The President has appointed William McMichael, of Philadelphia, and John K. Boies, of Hudson, Mich., members of the Board of Indian Commissioners.  
Colonel D. Sturges, 7th Cavalry, has been detailed as Governor of the Soldiers' Home, and Lieutenant-Colonel J. S. Mason, 20th Infantry, as Deputy Governor.  
Internal Revenue Collector Young, of Raleigh, N. C., telegraphs to Commissioner Ramm that deputies captured on Saturday evening a large illicit distillery owned by Lewis Madley.

Secretary Blaine has instructed the American Consul at Victoria, B. C., to investigate and report upon the circumstances connected with the alleged imprisonment of two American citizens at Yale last winter.  
The Commissioner of Internal Revenue has just decided, in a case which arose in the Fifth Collection District of North Carolina, that money in the custody of the Collector and belonging to a citizen is not subject to levy and attachment under proceedings instituted in a State court by creditors.

A circular will be issued by Secretary Windom to-day, which will modify circular No. 42 relative to the extension of six per cent bonds at 3½ per cent, so that foreign bondholders of the six per cent may present them for redemption to the London Agency, which is to be established under the management of Mr. C. E. Coon, of the Loan Division of the Treasury Department. Mr. Coon and Assistant will leave for Europe during this week.

An opinion has been rendered by Attorney-General MacVeagh in the Stevenson-Caswell case, which was some days since referred to him by the President. Under it Paymaster Stevenson will be entitled to the disputed advancement to the grade of Pay Inspector. General MacVeagh decided not to be in the service, which is a virtual acknowledgment that his reinstatement by President Hayes was illegal and therefore void.  
Secretary Kirkwood to-day sent a telegram to J. Milton Tucker, St. Louis, president of the "Freedom's Oklahoma Association," advising him that the question of the right of the colored people to settle upon the lands of the

Indian Territory would be submitted in a few days to the highest authority; that if Mr. Turner desires to be heard he should come to Washington at once, and that in the meantime no attempt must be made to enter the Territory.

**THE WRECK OF A STEAMSHIP.**  
THE CITY OF AUSTIN, OF THE MAIL LINE, ASHORE NEAR FERNANDINA, FLA.—THE PASSENGERS LANDED IN SAFETY.

FERNANDINA, Fla., April 26.—The steamer City of Austin, Captain Stevens, has been wrecked on Pelican shoals, a mile inside of the Fernandina bar. The ship is a total loss, and her cargo, consisting of sugar, cotton, sponge and fruits, will prove nearly a total loss. The cargo of sugar is insured for \$75,000 in New-York offices. The vessel is insured in foreign companies, but to what amount is not known. The captain is still on board. Captain Ellis, the agent of the Underwriters, is doing all possible. The loss of the City of Austin is the first of the kind since the sinking of the 1000-ton steamer of 1870 and 300 barrels of fruit, was saved.

SAVANNAH, Ga., April 26.—The passengers of the steamer City of Austin arrived here this evening, and will leave for New-York to-morrow.  
C. H. Mallory & Co. received a dispatch yesterday stating that the City of Austin went ashore at 6 p. m. Sunday on the Pelican shoals, near Fernandina, Fla. Another dispatch stated that the steamer was in charge of a local pilot, and was being taken into the port of Fernandina. It was also said that the vessel was going to pieces, and that all the passengers had been sent ashore in tugboats. The steamer was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved.

Mr. Morton, proprietor of the Morton House, at Broad and Front streets, the proprietor of the Royal Victoria Hotel at Nassau, in speaking about the wreck last night, he said: "I am surprised to hear that the vessel was ashore at 6 p. m. Sunday. I have been in Nassau since Monday, and I have seen the wreck. The vessel was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1000 barrels of sugar and 300 barrels of fruit, was saved. The vessel was a 1000-ton vessel, and was on her way from Nassau to Fernandina, thence to this city. The passengers lists and cargo manifests are on board, and there is no way now to tell who the passengers were. Information was received that a part of the cargo, consisting of 1